

# *The North Arm of the Fraser*

Its Industries      Its Possibilities  
A Plea for Its Further Development

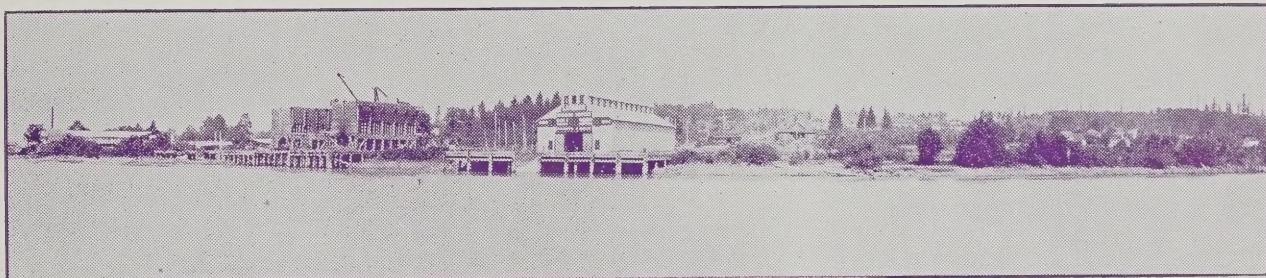
Issued by the Joint Committee of The  
Boards of Trade of South Vancouver,  
Richmond and Point Grey. Oct. 1918

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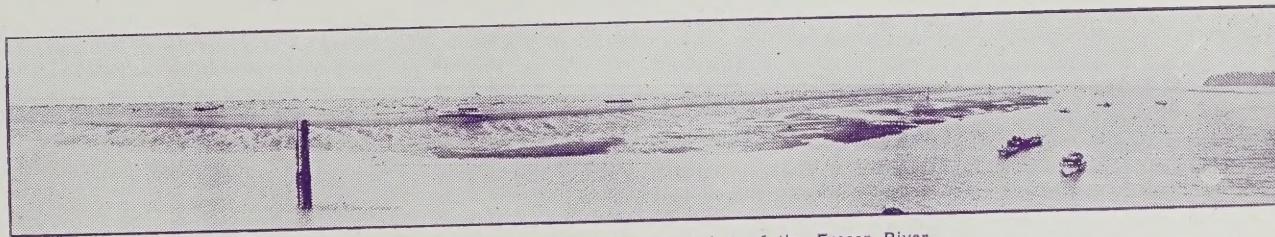
# *The North Arm of the Fraser*

Its Industries      Its Possibilities  
A Plea for Its Further Development

Issued by the Joint Committee of The  
Boards of Trade of South Vancouver,  
Richmond and Point Grey. Oct. 1918

"It is absolutely necessary for the development and progress of a community that there should be ample facilities for banking, and for road and river transportation."

JUDGE BLACKSTONE.



The Jetty Mouth of the North Arm of the Fraser River

## *The North Arm of the Fraser*

To the Hon. F. B. Carvell,  
Minister of Public Works.

Honored Sir:

**W**e, whose names are attached to this memorial, speak for many hundreds who would gladly sign this document were they afforded the opportunity to do so. We respectfully and earnestly request your influence and efforts in pressing upon the Government the urgent need for proceeding, without delay, with the dredging of the North Arm of the Fraser River.

Those who sign this memorial are representatives of the Boards of Trade of South Vancouver, Point Grey and Richmond, and hold other representative positions as publicists, press men and the like.

In pointing out the way in which the present condition of the North Arm hampers development and industry and how an efficient dredging will stimulate both, we are able to say, in putting this request forward, we represent the manufacturers, industries and business men, the capital and the intelligence of the Municipalities, for we have gathered opinions in favor of the claims put forward at public meetings, municipal and Board of Trade meetings, and in the public press.

In the Municipalities named above, in Burnaby and the cities of Vancouver and New Westminster, the desire for the dredging of the North Arm, effectively and at once, is unanimous by users of the river, and has been so urged by resolutions carried at many public meetings. We have in this matter the cordial sympathy and active co-operation of our representatives in Parliament as well as those in Municipal and other representative positions.

In the inspection which you are good enough to make of the North Arm you will see for yourself its great importance to the districts immediately involved, its importance to the cities of Vancouver and New Westminster and, indeed, to the Province as a whole.

In the accompanying appendix of facts, opinions and arguments, we respectfully offer evidence in support of our claims:

The lack of depth in the waterway for a distance of some 12 miles has seriously hampered industries already located on its banks and has prevented other industries from locating there, which would have come had water transportation been available.

Every student of industrial economics knows the value of WATER TRANSPORTATION. It is for localities abutting on water the cheapest and most facile, and where navigable rivers have had their advantages fully appreciated and made use of, those rivers have been regarded as the real source of great industries and wealth.

## THE NORTH ARM OF THE FRASER

The Thames and the Clyde may be cited as examples of rivers that contribute to industrial development. Small things may sometimes be compared with great, and when one considers the large populations gathering on the north and south banks of the North Arm, Vancouver, that these populations comprise many thousands of industrial workers, skilled craftsmen, men of enterprise and capital, and that behind these is a vast country with unlimited natural resources, it requires no great stretch of the imagination to see that the North Arm might, if properly developed, become a Thames or a Clyde—"in little."

South Vancouver has a frontage on the North Arm of four and a half miles and a population of some forty thousand. South Vancouver is the largest municipality in Canada, its population is mostly industrial. It is, to a great extent, the "dormitory" of Vancouver—its population going into the city to work. If the North Arm were dredged and developed, a vast proportion of this population could be employed in home industries and much time and money saved.

Richmond, Point Grey and Burnaby have also claims for consideration based on area and population, and the industrial character of the populations.

It is hardly necessary to point out that such an artery as the North Arm must be a great factor in the prosperity of Vancouver and New Westminster, which should be better linked together by a stream of industry and commerce.

The necessity and importance of this dredging work has long been recognized and admitted by Government and public works authorities.

In order to develop the North Arm of the Fraser river to its fullest capacity commensurate with its importance as the southern harbor of Greater Vancouver on the fresh water, the Dominion Government created a Harbor Board Commission, giving them large powers to expropriate land, to build docks and railways, etc. The Commission entered upon its duties in November, 1913, and took borings and prepared plans of a very ambitious character. These plans had in view the ultimate development of the Municipalities abutting on the waterway. The war has, of course, made a modification of the original scheme necessary, but although the Municipalities concerned fully recognize that the plans as originally made cannot be carried out at present, the reeves, councils and leading men and the Boards of Trade contend that something should be done

on a more modest but efficient scale to meet the industrial requirements of a large and important part of the Province.

The North Arm of the Fraser runs from the westerly part of Point Grey to New Westminster—a length of some 12 miles, and throughout that entire length it is skirted by lands capable of great development. Some of these riverside lands are utilized for agriculture and the holders of these agricultural lands will aid the dredging operations by allowing the silt dredged to be deposited on their lands. In some cases the land will be thereby improved and agriculture—an industry of greater importance now than ever—benefited.

Already, as will be seen from the appendix, in spite of the conditions not being encouraging, many industries of considerable magnitude, employing much labor, have been established on the North Arm.

The size and importance of these industrial enterprises, the size of the pay roll of these undertakings combined, will, we venture to assert, come as a surprise to those who have not kept touch with the growth of the Municipalities abutting on the North Arm.

Hampered as these industries have been by war conditions, they have felt hampered as much, or more, by the physical disability of the lack of depth in the waterway, having, for instance, to get material in small quantities which could be bought in larger and cheaper bulk quantities were there depth enough for the drought of a tanker or large vessel.

As will be seen from the appendix the complaints from existing industries are loud, deep and more than justified, and it is a serious reflection for an industrial community to consider that had there been depth in the waterway, shipyards and other industries of national importance would have located in the Municipalities, adding very much to their advantage and prospects. Let us, with the emphasis which justifies repetition, say that the necessity of the work we ask for has long been recognized. Years ago plans were prepared by Mr. Le Barron and other engineers, but the work only proceeded far enough to look like a promise to the ear to be broken in the hope.

Permit us to point out that South Vancouver, Point Grey and Richmond have already expended jointly a sum of some \$22,500 in plans and preliminary work in carrying out the scheme of the Harbor Board. The Government has expended a very large sum in work which will be largely abortive if not carried through. The channel will be of no use for vessels of heavy draught if such channel

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is only deep in places. But the notice and extent of the work to be done, we venture to say, with respect, can be best determined by competent surveyors and engineers co-operating with the Harbor Board and the various Municipal authorities. At this stage we only ask for a re-awakening of activity in the matter, for a careful and sympathetic consideration of the facts we lay before you—and through you before the Government—and we cannot but believe that the result will be such an improvement of the North Arm as will lead to a realization of some of its potentialities as a river of commercial industry, a great factor in the economic and industrial development of the Province, ensuring cheap homesites and industrial sites.

At a largely attended meeting of the South Vancouver, and Richmond and Point Grey Boards of Trade, held on August 21st, 1918, in the Board Room of the Vancouver Board of Trade, Col. Cooper, M.P., Hon. J. W. Weart, M.P.P.; Mr. Gerald McGeer, M.P.P., Commissioner Gillespie, of South Vancouver, the Reeves of Greater Vancouver Municipalities, the Presidents of the Boards of Trade and many other prominent public men, large employers of labor and other citizens being present, the following resolution was unanimously passed:

### RESOLUTION.

"Whereas large sums of money and much effort and time have been expended by the Federal Government and the Municipalities abutting on the North Arm in improving the entrance to the North Arm of the Fraser River, and in preparation of plans for its further development;

"And whereas, the money expended is of comparatively little use as the work completed does not give access to the most suitable industrial sites along the North Arm, and moreover, if the work is not continued, that which has already been done will rapidly depreciate;

"And whereas, it would appear that an amount reasonable as compared with that already expended, would render these sites available;

"Therefore be it resolved, that we respectfully request the Federal Government to at once take in hand the continuance of this work (the Le Baron scheme) and carry it to such a stage of completion as will retain the value of the work done and render the North Arm available for industrial and commercial development; and that the copies of this resolution be presented by representatives of the public bodies of the Municipalities interested to the ministers during their coming visit to British Columbia."

This resolution has since been heartily and unanimously endorsed at various meetings of the Boards of Trade, at ratepayers and other public meetings, and it has received strong support from the Vancouver and Greater Vancouver public press and in industrial and other bodies in various parts of the Province.

With emphasis on the points put forward in it we respectfully lay this resolution before you and:—

We beg to call your earnest attention to the following letters which have been addressed to the Committee in support of this memorial:

We have the honor to be, Sir,

Your obedient servants:

R. C. Hodgson, North Fraser Harbour Commissioner.

B. A. Cunliffe, President Richmond and Point Grey Board of Trade.

Capt. W. F. Stewart, North Fraser Harbour Commissioner.  
Commodore E. T. McLennan, Canadian Towing Co.

C. F. Sprott, Harbor Commissioner.

Col. R. C. Cooper, M.P., 11th C.G.R., Drill Hall, City.

W. G. McQuarrie, M.P., New Westminster.

J. W. Weart, M.P.P., Standard Bldg., City.

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G. G. McGeer, M.P.P., Standard Bldg., City.  
 H. J. Macken, Canadian Western Lumber Co.  
 Commissioner Gillespie, South Vancouver.  
 W. H. Kent, President South Vancouver Board of Trade.  
 Reeve Fraser Municipal Hall, Burnaby.  
 Reeve Fletcher Municipal Hall, Kerrisdale.  
 J. W. Fairhall, Seey Richmond and Point Grey Board of Trade.  
 Reeve Tilton, Municipal Hall, Richmond.  
 Dr. L. N McKechnie, Vancouver.  
 Leon Ladner, Vancouver.  
 F. R. McD. Russell, Vancouver.  
 R. D. Rorison, Vancouver and the North Arm.  
 H. Ingram, Vancouver.  
 J. A. Paton, Marpole.  
 M. R. Wells, Marpole, B. C.  
 H. J. Moore, Standard Bldg., Vancouver.  
 H. B. Barton, Marpole, B. C.  
 J. Thorn, Marpole, B. C.  
 J. Harvey, Dom. Creosoting Co.  
 Kenneth Lamond, South Vancouver.  
 Chas. Harrison, South Vancouver.  
 J. Francis Bursill, South Vancouver.  
 A. E. Chamberlain, South Vancouver.  
 W. G. Prowse, South Vancouver.  
 D. W. Grimmett, South Vancouver.  
 J. Fletcher, South Vancouver.  
 G. B. Springford, South Vancouver.  
 J. R. Peach, South Vancouver.  
 D. White, South Vancouver.  
 W. Burness, South Vancouver.  
 E. Hickman, South Vancouver.  
 W. Graddon, Collingwood.  
 S. P. Jackson, South Vancouver.

T. M. Taylor, Pacific Steel Mills.  
 Mgr. Hunting-Merritt Lbr. Co.  
 Mgr. Eburne Sawmills.  
 Mgr. Eburne Gravel Co.  
 Mgr. Graham Evaporating Co.  
 S. Nelson, Tannery, North Arm.  
 J. Shull, Lbr. and Shingle Co., New Westminster.  
 Mgr. Westminster Mill Co.  
 J. Beach, Dominion Shingle and Cedar Co.  
 Mgr. Brunette Sawmills, Sapperton, B. C.  
 H. E. Holloway, South Vancouver.  
 W. G. Buckingham, South Vancouver.

and this memorial would be signed by many hundreds of other citizens if time and opportunity afforded.

## THE BRITISH COLUMBIA TOW BOAT OWNERS' ASSOCIATION.

The British Columbia Tow Boat Owners' Association have long considered the question of dredging and otherwise improving the North Arm of the Fraser River. Representations were made to the Governments, Federal and Provincial, on the matter, pointing out that the condition of the stream was a menace to safety and a hindrance to traffic and industry.

The association appointed Captains G. E. Gilley, Myers, Walters and Stewart to urge this matter.

This committee of the British Columbia Tow Boat Owners' Association, representing a large amount of industry and capital, desire to co-operate with this committee, and heartily endorse this memorial.

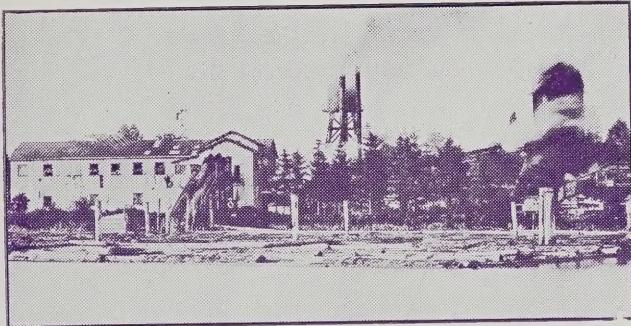
Signed on behalf of the Association,

CAPT. J. R. STEWART.

APPENDIX.

THE NORTH ARM OF THE FRASER

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**HUNTTING-MERRITT LUMBER CO. LTD.**

Eburne, B. C., September, 1918.

Re Dredging North Arm of the Fraser River.

Our plant is situate at Marpole and consists of eleven shingle machines which we operate night and day. We manufacture about three and one-half carloads of shingles per day, which we dispose of principally in the United States. We employ about one hundred men and our monthly pay roll amounts to about \$12,500. We cut about eighteen million feet of cedar a year and the fact that the North Arm will not permit big tugs to tow logs to our mill costs us about \$9,000 a year extra towage fees. As stated above, the larger tugs that bring these logs down the coast cannot bring them direct to our mill and are forced to deliver same at the booming grounds in Vancouver. From there we have to pay smaller tugs a fee of fifty cents per M feet to bring the logs to our mill at Marpole. If the North Arm were dredged the larger tugs which bring the logs down the coast would deliver same direct to our mill, thus saving the extra towage fee of fifty cents per thousand from Vancouver.

We sincerely hope that you will be able to persuade the Honourable Mr. Carvell that the North Arm should be dredged sufficiently to permit large-sized tugs entering the same, as it would undoubtedly save us a tremendous amount of money each year.

**HUNTTING-MERRITT LUMBER CO. LTD.**

Per C. G. Merritt.

**EBURNE SAW MILLS LIMITED**

(Three miles South of Vancouver)

Marpole, September, 1918.

To the Secretary,

Committee for Advertising the Dredging of the North Arm.

Sir:—

This concern employs, generally, about 125 men, and we have considerable difficulty at low tide in handling the logs in our boom and getting them into the mill. It is also impossible for any tug boat to come up the river at low tide.

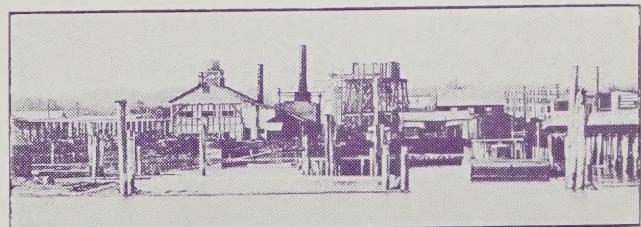
We are located on Hudson Street and the North Arm of the Fraser River. Hudson Street is practically a continuation of Granville Street.

We are having considerably more difficulty in handling logs at the mill at present than we had before the jetty was put in at the mouth of the river. This appears to permit a larger out-flow and consequently lower water. We are certainly in favor of the North Arm being dredged at once, and unless the Government sees fit to do it, we will find it necessary to do a certain amount of dredging inside our own boom.

From the mouth of the North Arm to New Westminster, and even beyond, is particularly well adapted for industrial sites.

**EBURNE SAW MILLS LIMITED,**

Per P. D. Roe.



Eburne Saw Mills

## THE NORTH ARM OF THE FRASER



Canadian Western Lumber Co.'s Logs

In this part of the North Arm, if the tide is favorable, it is more than likely a tug and boom of logs will be seen. This would be a sight much more frequent were the river dredged. As will be seen from the letter referring to the work of the Canadian Western Lumber Company, that great industry is much hampered in its operations by the shallowness of the channel.

From time to time at various public meetings, and at the regular business meetings of the shipmasters and tugboat owners' associations resolutions have been passed declaring that the dredging of the North Arm must be carried out, as the present shallow condition of the waterway is a constant menace to safety, and a great hindrance to river traffic. A census of the tugboat traffic on the North Arm would show that it is far more than usually supposed, and it would much increase under better conditions.

## EBURNE GRAVEL COMPANY

## Builders' Supplies and Coal

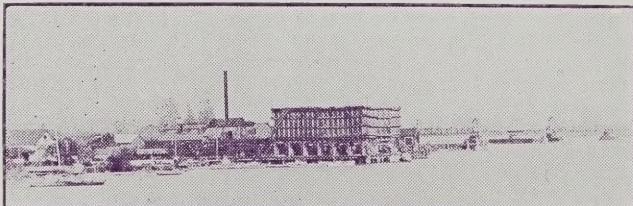
I understand that the Hon. Mr. Carvell is to be in Vancouver very soon, and as we are members of Point Grey and Richmond Board of Trade, and interested in the dredging and improving of the North Arm of the Fraser River, and operators of gravel and coal bunkers here, there are a few things I would like to put before him, as to the necessity of having the river deepened as soon as possible.

First, is the extra cost of towing.

We have to pay from 25 cents to 30 cents per ton extra on coal, and 10 cents to 15 cents per yard on gravel and sand coming in the river on account of not having a sufficient depth of water to get in on different stages of the tide, and often have to wait over five to six hours, and it is often hard to do this in rough weather, and they also often have to wait here the same length of time to get out again. We are only one of the many small concerns operating on the river under the same difficulty. Therefore, I think something should be done, if possible, to have the river deepend at once.

## EBURNE GRAVEL CO.

F. J. McCleery.



Eburne Gravel Co.



Graham Evaporating Plant

**EBURNE STEEL COMPANY LIMITED**

**Bar Iron, Steel Bars, Forging Ingots, Steel Castings**

Eburne, B. C., September, 1918.

Regard the necessity of dredging the North Arm of the Fraser River, we have to state that we are thoroughly in sympathy with the efforts of your committee in this direction.

Our reasons for this are that in the very near future we will be starting blast furnaces, with the result that it will be necessary for us, if we are to handle the proposition at all conveniently, to have scow and tug facilities at all states of the tide to bring in our iron ore and other supplies. As a matter of fact, were the river in proper shape at present, we could utilize it to a great extent, even now. We are employing in the neighborhood of eighty men to manufacture bar iron and steel ingots, and other war necessities, and are at present entirely dependent on rail transportation with its consequent disadvantages.

Wishing your committee every success in its efforts in this direction and assuring you of our hearty support, we are,

**EBURNE STEEL COMPANY LIMITED.**

T. M. Taylor, Sec.-Treas.

**GRAHAMS, LTD.**

**Dessicated Vegetables, Green, Dried, Evaporated and Canned Apples.**

Marpole, B. C., September, 1918.

When running full capacity we employ about a hundred people, with a weekly pay roll of \$2,000. We handle from 25 to 30 tons of vegetables a day, which mostly comes by team or rail, at present. No doubt if the North Arm was dredged so that it would become a regular route for steamboat traffic the farmers would find it cheaper to ship by water than by rail.

We are located on the waterfront with a dock of our own, and at times bring in large quantities of vegetables from outside points by water, and of course are strongly in favor of having the channel improved.

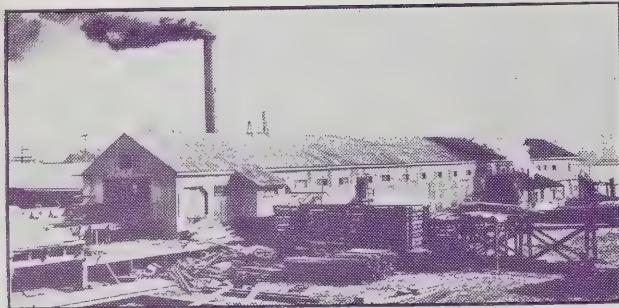
**GRAHAMS, LIMITED.**

Per W. G. Simpson, Manager.



Eburne Steel Co., Ltd.

## THE NORTH ARM OF THE FRASER



DOMINION CREOSOTING AND LUMBER, LIMITED.  
Dominion Mills  
Vancouver, B. C., October, 1918.

## Re Dredging North Arm of the Fraser River

If it were made possible to ship timber on ships direct from the mill sites, it would be an immense advantage to the trade, to us and every other mill on the river and to those who would come for the great convenience to be obtained. The cost of handling timber and other commodities would be much reduced and in all probability as regards the lumber industry of British Columbia, it would become stimulated on this part of the Fraser, where there are so many available and excellent sites.

It would be a vast economic move to develop this North Arm region for the reception of raw material, manufacture of commodities requiring much convenient space away from the more congested shipping centres. The building of ships, railway cars, and other large constructions would, in our opinion, be greatly facilitated.

To this end the deepening of the North Arm of the Fraser to ten feet would not, in our opinion, have very much significance; certainly ten feet would greatly convenience the handling of logs in the

river, and would permit of small craft getting about on small business. However, our standpoint on this matter of deepening the North Arm is that the development of this great fresh water harbor is of national importance embracing the whole of Vancouver Harbor and auxiliary to it being put in condition to do its part of the work of a great trading and manufacturing port. The lumber industry would centre here and become the most important on the west coast if developed on the right lines; a twenty-five foot channel would do the trick, private enterprise would immediately follow it up.

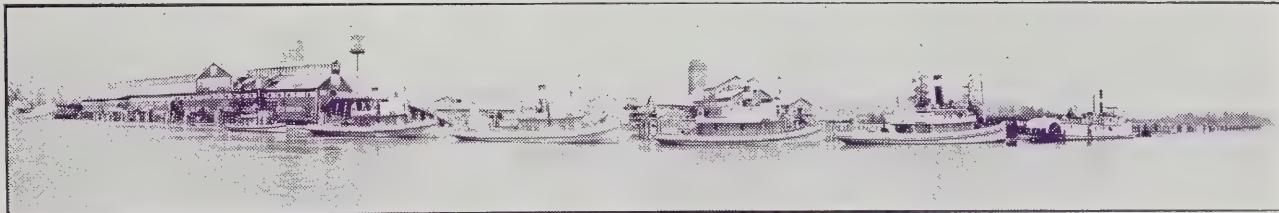
We have 1200 feet frontage on the river, 21 acres is the area of the Plant. We develop electric power for the machinery, and cut about 80 M feet B.M. per 9-hour day. We employ about 120 hands at the present time.

Our creosoting plant is idle, due to lack of creosote, which we got from England, and will get again. If it were running we would have 150 men employed.

Our site is only one of forty or fifty available sites for lumber mills alone. The whole North Arm lands are ideal industrial sites for many lines; it is simply a question of navigation.

DOMINION CREOSOTING AND LUMBER,  
. H. Harvey, General Manager.





**CANADIAN WESTERN LUMBER COMPANY LIMITED**

Office: Vancouver, B. C.

Re North Arm of the Fraser River from the Mouth.

The breakwater from Iona Island to Point Grey was built to enable vessels to enter the mouth of this arm at any stage of the tide and be protected from South Easterly and Westerly winds. Previous to this breakwater being built, tugs with tows would have to arrive there on or about low water and anchor or keep steaming around for from 8 to 16 hours waiting for high water before being able to move over the flats, and more frequently the wind would increase with the rising tide and instead of heading towards their destination they would be forced to pull out to sea and head for English Bay or Howe Sound, and if successful in making shelter they would again the following day try the same manoeuvres. If they got through then they would with good luck make in below Eburne.

Since this work has been completed they can arrive at the breakwater, and with the beginning of the flood keep moving into the river and be protected from the winds, and instead of making as far as Eburne they arrive at this point when the force of the tide is spent and just enough flood to carry them safely through the Eburne Bridge, the Railway Bridge and Mitchell's Bridge at Fraser Avenue, thus saving one day's time after entering the river. As the situation is now, these vessels have to remain with their tows for another twenty-four hours before being able to move again owing to the shallowness of the river. If the channel was deepened they could begin again on the first of the flood and make through as far as New Westminster, their destination. As it is at present, the best they can do is to make up as far as Westminster City Limits, where they have

to wait another twenty-four hours or until the tide is high enough to float the tug and enable them to deliver their tows to the mills in the vicinity of New Westminster. Furthermore, vessels of the freight or fishing type have all to tie up and wait for tide, as at low water a vessel of three feet draught and over cannot operate. There are operating on or through this North Arm of the Fraser, sawmills and shingle mills, numbering fifteen in all. Cutting approximately 300,000,000 feet of timber a year with a market value of about \$4,800,000.

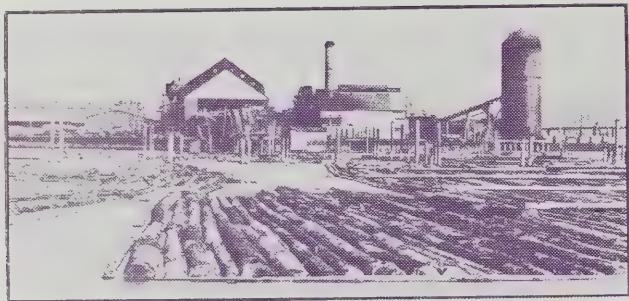
This, of course, is only a part of the work that is carried on through this arm of the Fraser. There are various other industries hampered and held up proportionately through lack of deep water in this channel, and with every other facility at hand, including the streets opening up through from the City of Vancouver, there is no reason why the North Bank of the North Arm should not be lined with different industries if the channel was deepened, thus making a fresh water harbor, and a benefit to the community at large.

E. T. McLENNAN.



A Busy Industry

## THE NORTH ARM OF THE FRASER



## THE SMALL AND BUCKLIN LUMBER CO., LTD.

Manufacturers of  
**Fir, Cedar and Spruce**  
 Daily Capacity 200,000 Feet

New Westminster, B. C., September 20, 1918.

Re the matter of dredging the North Arm of the Fraser River.

This we consider very important at the present time and more so in the future; the principal reason is that during the freshet season of the year, lasting about three months, it is practically impossible to tow logs up the main channel of the river, and also on account of the greater risk in getting to the mouth of the river with tows at any time of the year.

We are employing at the present time about two hundred (200) men and are cutting 100,000 feet of lumber a day, and at present have a pay roll of about \$14,000.00 a month.

Very often now it is only possible for the ordinary tow boats to bring logs to our mill during high tide. This necessitates delay very often, which is quite important, and we hope that something will be done very soon to get this North Arm dredged and dredged at once.

THE SMALL & BUCKLIN LUMBER CO. LTD.

Per M. J. Rawlinson.

## THE BRUNETTE SAW MILL COMPANY

Re Dredging the North Arm.

It is very important and very necessary to have the North Arm dredged, so our tow boats drawing 12 feet of water can come up that channel.

We bring up from 15 to 20 million feet of logs every year and it is almost impossible to tow these logs up the South Arm, as the risk on account of storms is too great. So all the logs have got to be towed up the North Arm.

At present the "Vulcan," drawing 12 feet of water, cannot get in the North Arm with a boom, consequently we have got to leave all our logs at Snug Cove, Howe Sound, and then hire another tug boat to bring them in, which adds an extra expense of 50 cents a thousand over and above the towing rate to Vancouver.

I understand that there are only about four or five shallow spots between Westminster and Eburne that would need dredging, and which could be done very easily. Then the dredge would have to dredge out from Eburne to the mouth of the river so as to give us a good channel.

We employ from 200 to 250 men yearly at the mill, not saying anything of the men in the logging camps, and our pay-roll runs from \$180,000 to \$200,000 per year.

Our output is 25,000,000 feet per year.

L. A. LEWIS, President.



The Brunette Saw Mill Company



**DOMINION SHINGLE & CEDAR CO. LTD.**

Located at Lulu Island Bridge,

New Westminster, B. C.

The annual pay-roll of the above company amounts to about \$60,000.00 a year.

It employs in the neighborhood of 50 men.

The annual output of shingles is in the neighborhood of 75,000,000.

It requires in the neighborhood of 9,000,000 feet of cedar timber to supply this mill with logs.

The value of the output is in the neighborhood of \$250,000.00 per year.

The company strongly urges the dredging of the North Arm of the Fraser River.

**WESTMINSTER MILL COMPANY, LTD.**

Manufacturers

**Red Cedar Shingles**

New Westminster, B. C., September, 1918.

In regard to the dredging of the North Arm of the Fraser River, we wish to say that this is a matter that deserves very serious consideration.

We have two mills located on the North Arm just below New Westminster. We employ about two hundred men at these mills. Our log supply is mostly from the North. These logs are towed into Vancouver, and are later brought into the North Arm for us.

From time to time we experience a good deal of trouble in making entrance at the mouth, as the weather must be very quiet to permit a tug boat to bring in logs with safety. This is largely on account of the shallowness of the water.

As a matter of fact the whole stretch of water from New Westminster to the mouth requires attention, as there are a number of important industries in this district, and there are many places where dredging should be done.

We respectfully urge that dredging be begun on the North Arm at once.

WESTMINSTER MILL COMPANY, LTD.

Per G. W. Brash.



## Some Opinions:

### REEVE'S OFFICE Municipal Hall

Edmonds, B. C., September, 1918.

I received your notification re the North Fraser harbor matter and announcement that the Honourable Mr. Carvell, M.P., will be in Vancouver shortly.

It appears to me that the opportunity should not be lost and that very strong representation should be made as to the advisability of this splendid waterway being utilized and brought into shape for the use of the development of our Pacific ports in the near future.

I am very strong in the belief the North Arm of the Fraser should receive the attention, so that a short cut navigable waterway could be utilized from Burrard Inlet to the mouth of the Fraser and thence through the North Arm to Westminster City and beyond.

Speaking for Burnaby, which District has a frontage of four and a half miles on the North Arm of the Fraser, with about the same frontage on Burrard Inlet, the area within Burnaby is some thirty-eight square miles, with a ground elevation running across about the centre from Vancouver centre to Westminster City, giving a southern slope of about one-half that area facing the North Arm. The strategic position of Burnaby is such that all entries by land to Vancouver City must necessarily go through that District and that portion fronting the Fraser is one that we look to for development, industrially as well as residentially. Within the confines named could be built a city. The same might be said of that portion of South Vancouver fronting the Fraser and also Point Grey.

I need not point out the advantages of a fresh water harbor for ocean-going vessels, and that after the war conditions mean rapid development of our shipping facilities, especially shipbuilding and manufacturing, for which it will be necessary to provide suitable sites with every natural advantage possible, thereby putting ourselves in a position to compete and secure for Canada our rightful proportion of an immense trade that must be done of the Pacific waters.

Yours very truly,

HUGH M. FRASER,  
Reeve of Burnaby, B. C.

### The President of the Exhibition Association Speaks Out

Re the Land Abutting on the North Arm.

It is the only place near the City of Vancouver where cheap industrial sites can be obtained with both water and rail facilities.

It lies right convenient to the homes of mechanics, laborers and others who would find employment in industries established along the river, accessible at any point by a five-cent fare, or perhaps six cents.

I have 2000 feet of waterfront there and have during the past three years been endeavoring to get boat building there, and have had representatives of several companies out to inspect the site, but the question of getting the ships out when built was always a problem which can only be solved by dredging the river. For building wooden ships no better site can be got, as there are large sawmills there where the necessary timber can be procured and the necessary labor can find cheap homes in sight of the river in a healthy and salubrious atmosphere.

We have here a natural waterway made by nature for a great industrial centre. In some countries they have had to cut out canals and channels to bring the sea in to provide waterways for shipping and industries. Here they have it made by nature, right at hand, only requiring enterprise and public spirit.

In Burnaby there are about 3,000 acres of level lands alongside the river eminently suitable for industries now practically lying idle. The development of this waterway would bring this area into use and occupation, and give employment to thousands of people.

Hoping your efforts will be crowned with success,

J. J. MILLER,  
President of the Vancouver  
Exhibition Association.

## Some Opinions:

R. D. RORISON,

Well Acquainted With North Arm Conditions, Strongly  
Supports the Memorial

Re North Arm Dredging.

I am pleased to know that the Boards of Trade of South Vancouver and Point Grey and Richmond are securing data as to industrial developments on the North Arm of the Fraser River, as well as prospective industrial operations to lay before Hon. F. M. Carvell when visiting our city with the view of having the dredging of the channel already done, in the east end of the breakwater at the mouth, continued right through to New Westminster.

I would very much like to have it dredged to a depth of fifteen feet, nevertheless if we succeed in securing a ten-foot channel below high tide it will naturally give an impetus to industrial development, since at high tide vessels of twenty feet draft could be safely taken as far as Eburne and docked in deep water on high tide.

In many places these basins already exist and others could quite easily, and at small cost, be provided at other points where needed. Industries of reasonably large proportions, such as shipbuilding, saw-mills for export trade, steel rolling mills, and kindred industries could be established. Hitherto, several such industries seeking sites have not only refused to locate on the Fraser but in Vancouver as well. The cheap sites for industrial plants and home sites for employees, if the ten-foot channel was in, would have added to Vancouver's prosperity very materially. Every effort should be put forth to secure the initial dredging to a depth of ten feet, and it behoves every industrial, commercial and financial institution of Vancouver to lend their support to that end, and also the active support of the Vancouver Board of Trade. We anticipate this.

R. D. RORISON.

ROBERT STEPHEN

338 Marine Drive,  
South Vancouver, B. C., September, 1918.  
Re Dredging the North Arm.

My property is rented as a market garden. I believe the North Arm of Fraser will ultimately be one of the main arteries of industrial activity. When a deputation of property owners were asked to meet the then Mr. Shaughnessy in his office in Vancouver to discuss the sale of right-of-way for the railway along the North Arm of Fraser, Mr. Shaughnessy mentioned the line would be operated by electricity. One of the deputation said when the line was to be an electric one why not put it on the River Road? Mr. Shaughnessy replied: "Gentlemen, this is not a street railway we are going to build but a railway that will be required to handle the products of industries eventually located along that waterfront. It may not be in our time, gentlemen, but it surely will come."

Quite a bit of traffic has been carried over this line already, probably up to Mr. Shaughnessy's expectations.

Far-seeing Lord Shaughnessy saw the need of dredging this waterway. Trusting the Committee will be successful.

ROBERT STEPHEN.

W. H. COPP

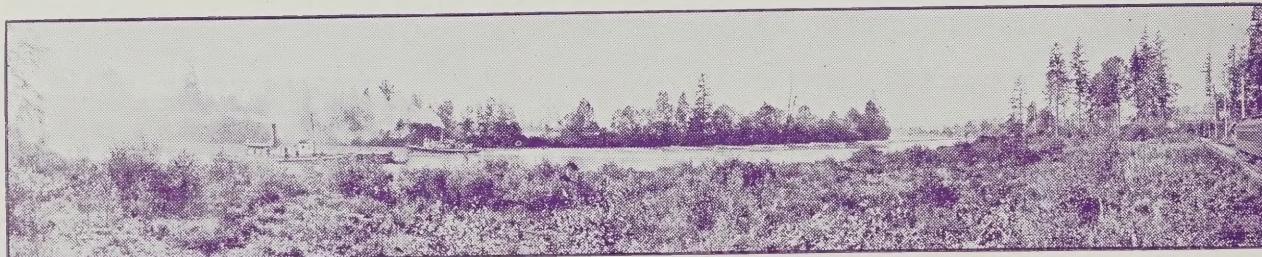
ex-Master Mariner.

Re Dredging North Arm.

I have had considerable knowledge of the obstacles of navigating the North Arm as skipper of a small tug and many times have been aground on the shoal spots in the river, and have often wondered that so little has been done to make this arm of the ocean a safe waterway for ships of from 20 to 22 feet draft, seeing that the dredging of this river to such a draft would allow ocean steamers to trade along the shores of Greater Vancouver, and be a great benefit to the surrounding country.

W. H. COPP,  
ex-Master Mariner.

## THE NORTH ARM OF THE FRASER

**VANCOUVER MACHINERY DEPOT LTD.**

**Machinery Dealers, Machinists, Engineers and Steel Plate Workers.**  
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Vancouver, B. C., September, 1918.

We think it is evident that in the future there should be considerable industrial development along the North Arm of the Fraser, and in this connection we think it essential that the North Arm should be properly dredged to provide a good channel for boats and seows.

VANCOUVER MACHINERY DEPOT, LTD.  
 P. W. Burbridge.

**SHULL LUMBER & SHINGLE CO., LTD.**

Manufacturers of  
**The Eagle Brand**  
 British Columbia Red Cedar Shingles  
 Re Dredging North Arm of the Fraser.

We employ about 110 men. Our payroll is about \$9,000 per month.

We are shingle manufacturers only and our output amounts to about three cars of shingles per day.

The dredging of the North Arm will be much appreciated by us. Our shipments are now made by rail.

SHULL LUMBER & SHINGLE CO., LTD,  
 Per P. C. N. R.





